

OLYMPIC COAST NATIONAL MARINE SANCTUARY

OLYMPIC COAST DISCOVERY CENTER



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Coming Events

Memorial Day Weekend – Juan de Fuca

Festival and the Olympic Coast Discovery Center opens daily 10:00 to 5:00 through Labor Day. Have you signed up for a shift?

June 2 – Brown bag lunch for OCNMS staff and volunteers at noon in the classroom with the video *Canoe Way: the Sacred Journey*. This is a kick-off for the Tribal Journey culminating in Neah Bay on July 19 and highly recommended!

June 5 – Rich Osborne, research associate of The Whale Museum, presents *Orcas, Humans and Salmon: Shared Ancestries and Shared Destinies* at 6:30 pm at the Feiro Marine Life Center. Call 417-6254 to reserve a seat.

June 8 – Don Perry of Port Angeles Heritage Tours invites OCDC volunteers to join his 2:00 tour to hear about the history and haunting of our town. Active volunteers (Have you signed up for a shift?) receive a 50% discount.

June 11 – Fish on the Fence annual dinner and auction to support the Feiro Marine Life Center and Lincoln High School Commercial Art Program. Tickets can be purchased at Wine on the Waterfront or Port Book and News.

June 14-19 – Honoring Jacques Cousteau's 100th birthday with a week-long focus on scuba diving and the underwater world. The OCDC will display scuba gear and play Cousteau videos. Saturday local divers will be on City Pier for a demonstration of scuba diving and a look at the marine life and underwater debris in our harbor.



New Volunteers visit Neah Bay and Cape Flattery

On May 20 thirteen new and returning volunteers enjoyed a fascinating tour of the Makah Cultural and Research Center with our guide Polly McCarty. After a delicious lunch at the new pizza restaurant we hiked to Cape Flattery where we had an opportunity to watch a sea otter feeding just offshore. In spite of rain showers and a brief hailstorm it was mostly a sunny day.

New volunteers back to front: David Fox, Andrew Englehorn, Kiley Barbero, Jael Marquette, Marlene Brand, Konnie Brand, Gerri Ferguson, and James Keehn with Hans. (That's Heidi hiding behind the gloves!)

Puget Sound Pilots *Protecting your waterways since 1935*

What do Puget Sound Pilots have to do with the Olympic Coast Discovery Center and Olympic Coast National Marine Sanctuary? Captain Jay Niederhauser, with the help of former Washington

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State Board of Pilotage Commissioner Andy Palmer, answered that question and many more during our Brown Bag lunch on May 18.

A pilot boards every oil tanker, cargo vessel, and cruise ship through difficult passages, tricky currents, and congested shipping lanes in Puget Sound to protect the marine environment, the economy, and our security. These pilots have an unparalleled safety record of more than 165,000 sailings over the last twenty years without a major incident. They work on behalf of the citizens of Washington State.



A pilot boards an eastbound ship just off the tip of Ediz Hook before it enters the Port Angeles harbor or continues to another port in Puget Sound. The majority of the ships entering our harbor are oil tankers from Alaska, but overall the majority of the ships boarded by the pilots are container ships. When a pilot boards a ship, he/she is in charge of navigation while the Captain retains responsibility for the ship.

The Puget Sound Pilots were created in 1935 when the state of Washington required pilotage

services for all foreign vessels traveling on Puget Sound and adjacent waters. A pilot is the first American on foreign vessels entering U.S. waters, and serves as a liaison with the U.S. Coast Guard during security boardings. Pilots work for 15 days straight, on call 24 hours a day, and must be ready to work any time of the day or night. It is a stressful and sometimes dangerous job. Pilots must transfer from a small pilot boat to a large ship while both vessels are moving, often at night in rough water and wind - by climbing a rope ladder hung over the side of the ship. The pilots disembark the same way at the end of their assignment. Pilots have been killed just trying to get on and off ships.

As you can imagine these pilots must be highly skilled, licensed, and experienced. The typical pilots are in their mid thirties to forties when they are hired and are not allowed to pilot a ship greater than 650 feet in length the first five years of their employment. Every pilot undergoes an annual physical and is required to take advantage of continuing education. Being a Puget Sound Pilot is the pinnacle of any pilot's career.

There are fifty seven Puget Sound Pilots. Jay said their greatest challenge is small vessel congestion, especially during the summer. It takes one of the larger container ships, up to 1,200 feet long, two to three miles to stop. The rule for a small vessel is to "get out of the way!" The ship will try to evade the smaller vessel but responsibility lies with the small boat's operator. Every boater is expected to know where the shipping lanes are and to avoid them.

This was a valuable training which we can thank Rob Rountree for arranging. ~ Carol Huard

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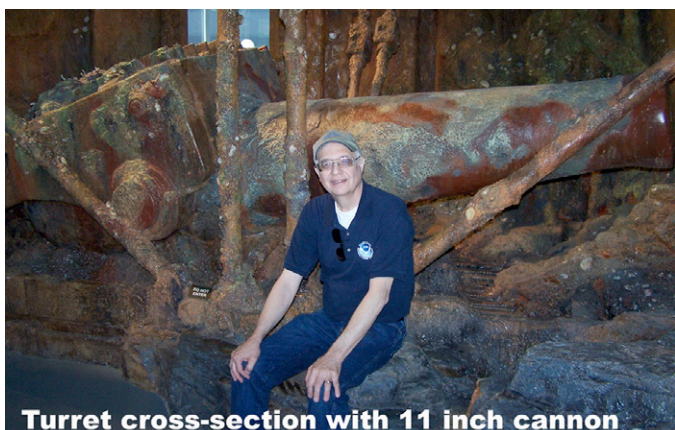
A Visit to Monitor NMS

While visiting our son in Virginia, we decided to take a day trip to the USS Monitor Center at the Mariner's Museum in Newport News, Virginia. In 1973 the Monitor was discovered 16 miles SE of Cape Hatteras, North Carolina in 230 ft of water. Two years later the Monitor became our first National Marine Sanctuary. Starting in the late 70's, artifacts from the Monitor were retrieved from the site including a unique four sided anchor in 1983. By the 1990's, the NOAA staff noticed accelerated deterioration of the wreck. With congressional approval they ultimately recovered the turret with cannons and other large artifacts in 2002. To house and display all the retrieved artifacts including the turret and cannons, a 63,500 square foot \$30 million facility was constructed on the grounds of the Mariner's Museum. The Monitor Center was opened in 2007.

Becky and I were very impressed with the center. We found it to be an excellent location as the historic battle between the first iron clad ships (The battle of Hampton Roads) occurred just a few miles away in March of 1862. There were three different theaters. One covered the sinking of the Monitor during a storm in December of 1862. We also enjoyed the Battle Theater recreating the 4 hour battle between the USS Monitor and the CSS Virginia (previously the USS Merrimack). But, we were most impressed with the 2002 Turret Recovery Film.



There were many displays of artifacts as well as design documents. Many recreations were made including the officer's quarters and cross-sections of the iron clad hull. We really liked a full size reproduction of the turret in the condition it was recovered in 2002. When the Monitor sank, the ship flipped over and the turret broke loose and ended up partially under the hull. The 22 ft diameter by 9 ft tall by 8 inch thick upside down turret basically became a collection can. The two 11 inch Dahlgren cannons remained inside and through the next 140 years the turret filled with debris. The reproduction shows the partly cleared turret cross-section including 2 human remains found during debris removal. Another impressive reproduction was a full scale



Turret cross-section with 11 inch cannon

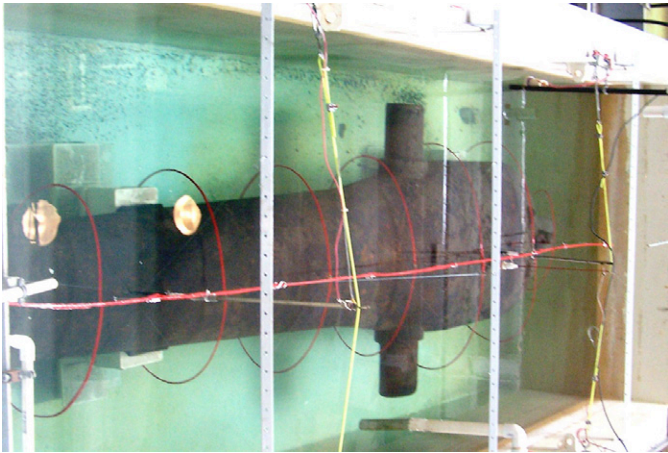
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replica of the Monitor. It was outside the main building, so you got the feeling of being on the Monitor as you walked the deck.



While we really wanted to see the real thing, the two cannons, turret, engine and other artifacts recovered in 2002 are undergoing restoration using Electrolytic Reduction. To do this, the objects are placed in large vats containing an alkaline solution. Electrodes are placed around the vat and low voltage/amperage electricity is applied. The process causes a reaction which slowly draws out the salts and loosens the concretions. Using this process, it may take 15-20 years to remove the salts from the turret. Other objects like the engine and cannons may only take a decade to desalinate. However, we did get to see the objects in the vats through observation windows. But, they just aren't easy to see. The most visible was one cannon in a smaller vat.

We spent over two hours looking through the center and I'm sure there were things we missed. But time restraints required us to head back to home. We felt it was well worth the trip and

would recommend visiting the center if you are out that way; especially, if you are a history buff.



Jim & Becky